

"If war were declared to-morrow, what would we do for aircraft?"

AVIATION

MARCH 19, 1923

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CONTEST FOR AIR POWER IN THE PACIFIC
NON-DIMENSIONAL COEFFICIENTS FOR AIRSHIPS

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HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK

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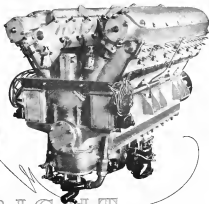
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WRIGHT

MARCH 19, 1923

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The Growing Air Forces

THAT France must have a separate air force is significant. It indicates that European states are recognizing the growing importance of air power for national defense. Former Marshal plans the respective air strength of various countries as follows: France, United States, Great Britain, Russia, Japan, and Japan, not including Italy.

His estimate on the American situation is Europe are of considerable interest. He still counts on them.

"After making an accurate examination of the great importance that aeronautics is assuming in a military and naval world in all the nations of the world, after having assembled a number of scientists and generals to consider in detail this important problem, after having obtained the views and programs of the British Aeronautical Association and of various Italian technical, professional, and sports aeronautics associations, I have concluded that British Aeronautics, with the exception of that of the Navy, is in a state of inefficiency and inefficiency. In order to build up an aeronautical force in Italy, I have conceived all aviation activities into a Department of Aviation."

"France's Army Aviation consists of fourteen regiments with a total of 134 squadrons, with 1341 armed machines of the first line and 2500 machines held in reserve. In addition France has completely organized an aeronautical industry made up of fifty independent services manufacturing materials for the construction of airplanes, of engines, of exhausters, of instruments, and of aeronautical electrical and signaling equipment."

Continuing he stated that "the efforts being made by the nations for forming an Air Force are the most eloquent proof of the fact that a powerful and efficient air arm is a necessity. Therefore in order to make a rapid reorganization of our air activities in order to bring them up to the necessary strength and efficiency in the shortest possible time."

"At the present time the Italian Army Air Service has 4618 efficient engines, 350 efficient airplanes, 5000 efficient machines held in reserve and modern being completed. All this material is to be used. My program calls for 728 new machines and the formation of the groups into wings. The first program was one of 200,000,000 lire for the first year 1922-1923 in revenue. 12,000,000 lire of this sum was made immediately available, which, with the 75,000,000 lire still available for the current fiscal year, I propose to replace for the creation of my program at once. The construction of new factories must be organized and put on a firm footing at the same time."

More light on the European air situation was shed by Sir Samuel Hoare, British Secretary of State for Air, when, introducing his estimates to the House of Commons, he stated

that Great Britain had been left far behind France in the development of air power.

At the end of the war, he said, Britain had 3,300 service airplanes and France 1,600. The present army was that Britain had 377 front-line planes and France 1,536. Last year 300 semi-military machines were built in Great Britain, as against 1,300 in France.

While two-thirds of the British machines were obsolete, he said, all the French machines were in France. In 1925 France would have 2,187 machines and Britain would have only 555.

A one-power standard air force (equal strength with France) would mean an increase in the present estimate of over 15,000,000, Sir Hoare said, and an extra 100,000,000, in order to keep pace with the progress of other powers, of 47,000,000. The one-power standard would cost £25,000,000 a year net. The estimates for 1925-1926 are £35,000,000.

It is fortunate that British Secretary of War Waterbury recently made a strong appeal for our own air development. His estimate of 1925-1926 is a year for our own equipment for the Army Air Service is 14,000 as less with foreign costs.

The increased and disturbing thing about the aerial arm is that it can be equipped with a comparatively small initial outlay, and kept in a state of efficiency with little expense, involving money in terms of unaccountable expenditures. Last Tuesday, the British war minister, made a correct estimate of the situation when, touching the weakness of his air squadrons, he said: "In the air all start alike." In the matter of air power the only superiority one country can have over another is one of technical excellence, even that is being gravely equalized—and of manufacturing resources. The latter is really the outstanding factor of the situation, for the theory that some nations produce "more fuel" while others don't has long been exploded. The latest news from Great Britain, printed in this issue, is disabbling on this respect.

The real reason why "in the air all start alike" is the quick development of aerial armaments. The present situation is a building up of large reserve stocks, values a nation's resources in powerful air force which is using them up just enough to have the reserve material constantly renewed, as in the case of France. During a strong standing air force, reliance on a one-time strategic operations which can quickly be expended in case of war is a safe policy only with a healthy private aircraft industry. This is the main spring which sustains the government of Europe in sustaining civil air transport companies.

American air strength has been steadily slipping into the background ever since the disestablishment. In the meantime our air powers are rising: Britain, Poland, Czechoslovakia, the Netherlands—not to speak of Japan. Their size cannot be proportional with our output, for we are increasing substantially. Will Congress see the writing on the wall?

"If we are destined to survive, what would we do for aircraft?"

The Contest for Air Power in the Pacific

United States, Japan and Soviet Russia
Competing for Hegemony in the Pacific

By G. K. Spencer

(Late of U. S. Naval Communications)

The Air Services of three nations have been given prominence by their governments which involve their granting the air hegemony of the Pacific. Obviously, perhaps, no government could afford such a preoccupation, but the policies of the governments concerned involve powerful air armaments in the Pacific, and the trend of development within the three air forces is toward an emphasis on the frontiers of the Pacific.

As this is written, the base three flagships of the Pacific Fleet, U.S.S. Princeton, with Rear Admiral John Chase and Lt. Comdr. P. M. L. DeBinger, senior side to the Admiral's command; the U.S.S. Intrepid, with Lt. in command; and all United States air units in the Pacific, and "all important air units." Actually, this inspection is not more or less than an intelligent survey of possible air extension into the far eastern field.

Broadly, the Imperial Japanese Navy completed an air survey of the Pacific, which extended from the Americas to Hawaii. The Japanese naval air forces are extremely active, and it is known that this service is having our island points at a famous rate.

Lean Towards Air Power

One of the perceptive elements in the Pacific is Soviet Russia. The recent announcement by the Communists for war that Russia was to be strong arms with air armaments and leading both coast and inland air, without the support of any other nations, is a statement of the importance of the Maritime Province, where airplane operations are to be established. Leon Trotsky, at his last military service, issued the following statement: "The air is the most important place in the world today. 'In the air it starts with' the sword, and we shall not be behind."

The emphasis is on the Pacific aviation service of the United States enters the Pacific contest in a serious and increasing way of interest to every American. Despite the fact that much money must be absorbed in the "Pacific War" it is felt that some measures must be given for the average American that has an air service, though in more ways handicapped, is proceeding actively as to the way to achieve neutral Pacific air or at least protection by its coastline and mid-ocean a long Pacific trench in the air. And that for food a war with the developing weapons, for each war must be war to the victory stage.

Trans-Pacific Airways

So rapid has been the progress of Soviet aviation since the war that the Navy now possesses plans capable of being from the northwest to Hawaii, and a "loop" across the Pacific is regarded as feasible. But before true operations can be the conclusion of a great United States air line operating planes on schedules between the mainland, Hawaii and the Philippines. Indeed, at the time, the Navy has been contemplating to offer a pilot \$50,000 for the first flight from the United States mainland to Hawaii, with an additional \$50,000 toward a special plane in which to make the trip. Two tentative suggestions have been received by pilots willing to make the course, which shows how feasible pilots regard the act.

The Navy Department regards the question of Pacific air development as having arrived at a focus, and shows of air motion of ships, designed for more considerable naval purposes, are under trial. The Navy plans nothing up. For instance, reconnaissance has never meant reconnaissance, there is military machines, but the Air Service has no such under such a very favorable trial, the new Martin Monoplane for observation and scout.

The Douglas-Dodge torpedo planes have been adopted as

standard and are now being flown by squadron by Naval pilots. Their use in Naval warfare will depend upon opportunity arising for making the change for strategic purposes. As a naval aircraft ship, proven in 1945, but as a first modern element in recognition with other units of the service, they are regarded as valuable. Besides, the torpedo work from these planes has shown much promise. Additionally, for at least the standard loading and quick carrying units, with the first Virginia explored for combat. These craft are all equipped with long distance flights and are considered as extremely fitted for operating from air bases or from aircraft carrier ships.

Stations in the Far East

The United States Naval Aviation station in the Far East is based in Hawaii, with stations in the Philippines. This organization can be expanded to all United States islands in the Pacific, including northern stations in the Aleutian Islands, which almost encircle the northern Pacific in a long arc hundreds of miles in length.

It is not to be denied, Soviet Officers believe, that as long as the Japanese have the mandate over the Caroline Islands, they will possess a strategic opportunity in the Pacific air route. The Canadian plane a competitor directly in the air path between Hawaii, Guam and the Philippines. However, Japanese planes could not attempt a flight, under present aviation conditions, to the United States without keeping at least one in American islands, whereas the United States is organized in the Pacific, as this is written, for a trans-Pacific flight. In the event of a war, one object of the Japanese would, possibly be to take and hold one of our possessions as an air base.



Official Photo U. S. Navy

Capt. W. B. Gherard, U.S.N., Commanding, Aircraft Squadron, Scouting Fleet, making an inspection of torpedo planes at Japanese Island, Y.

The Aspect of Sea Power

The strategic American support in the Pacific now is that at San Diego, where are based the Naval Air Station, which covers for all production and repair, and the Air Squadron of the Pacific Fleet.

Air facilities at San Diego, the island, and the island include aircraft also. Four squadrons of planes are at the active base in the Battle Fleet, and other planes are in reserve. For personnel due to the public service, the most figures on these planes and their personnel can be made.

At San Diego Capt. T. T. Green, who headed all Naval Aviation during the war, is in command of the Air Station. Capt. A. W. Marshall commands the Battle Fleet Air Squadron, with his squadron composition as follows: VT-11—Catalina and Seaplane—Lt. Comdr. B. A. Durg VT-12—Catalina Seaplane—Lt. Comdr. P. M. Durg VT-13—Observation—Lt. Comdr. M. J. McGowan VT-14—Observation—Lt. Comdr. B. R. DeWitt These squadrons are the operational of the Pacific Naval Aviation. Detachments from these squadrons are made in the Pacific for training of observation and scout ships attached to the ships.

In case of necessity the Atlantic Air Squadron could fly to San Diego, where other facilities are at hand to line them. This is comparatively simple as a military operation and need not be delayed upon.

Flak the Fleet

Every operation of the Fleet is carried on with the aid of the air squadrons. Of course, in general, it is directed and controlled by the observation and scout ships, as named above. By means of observation and photographic planes, the command can see the fleet's own operations, for frequently the photographic reconnaissance planes of opportunity are used. Every Naval air plane is photographed in the formation as indicated on their own.

With the Fleet the planes also produce smoke screens. The latest naval development is a smoke bomb, which is dropped by the plane, and which opens on scattering with the water, making dark dense smoke clouds.

All operations planes now carry, speak or telephone radio handsets for communication from ship to ship and land to ship.

Enlisted Pilots

The training and development of Naval Aviation pilots is made by the Department to have sufficient pilots at the command of being ordered pilots in an advance mission. The Navy Department has already made the acquisition of training enlisted as pilots, and several dozen chief petty officers have been ordered from the ship to the shore and have been given the wings of a pilot, with the regular pilot's license. They are not commissioned as officers, but carry the same credentials as pilots.

Enlisted pilots have grown themselves entirely fit and are maintaining a high standard of excellence.

Airplane Carriers

The United States possesses one second line airplane carrier ship. It is the Langley, displacing 15,700 tons. The Japanese also have one carrier ship of 15,800 tons.

The United States air and building and repair stations at present, but now convert two ships intended as battle cruisers, but which under the Naval plan, on the other hand Japan is building the Huxley as an aircraft carrier, and it is not known definitely whether it will be converted as a carrier. These were half down as battle cruisers and are to be scrapped under the Washington treaty, will be converted into aircraft carriers.

Flight Surgeons

During the production of flying on the human organism, the Navy Department has found it necessary to keep specially trained surgeons in all aviation units. Accordingly these units have been appointed "flight surgeons" to study and fly with the pilots. When they observe under just what conditions aviation accidents occur, and they also examine the debris after all crashes.

These flight surgeons have authority in field a flight properly ordered by a commanding officer. They follow the pilot not in the proper physical condition, and from such they will examine all officers present, and Chief Petty Officers pilots, to determine causes of flying teams.

How an Airman Order Looks

The following is an typical Naval Aviation order: "Aviation Squadron, Battle Fleet, 'Operation Order'."

"Operation, 28 February, 1951."

(a) Observation Fleet Squadron 5

Position	Phase	Pilot
1	1-10	Lead, Comdr. Farnish
2	2-10	Lead, Comdr. Montgomery
3	3-10	Lead, Comdr. Montgomery
4	4-10	Lead, Comdr. Montgomery
5	5-10	Lead, Comdr. Montgomery
6	6-10	Lead, Comdr. Montgomery
7	7-10	Lead, Comdr. Montgomery
8	8-10	Lead, Comdr. Montgomery

1. As a command in understanding and passing in review will take place on 28 February, between twenty three, at ten hours.

2. Two squadrons will rendezvous over Dutch Flat at an altitude of three thousand feet on twenty February at ten hours with VT-11 and VT-12 and then pass in review over the ship platform.

3. After passing in review return to squadron.

Lead, Comdr. Farnish

Lead, Comdr. Farnish

Commanding

Observation Fleet Squadron Two

Aviation in Sim

The regularity with which the art of flying is spreading in countries which are popularly believed to be backward, nearly everywhere, is a fact which is not to be denied, and is well exemplified by the case of Sim.

That fact of course, which was incidentally one of the Allies in the late war, recently organized an air force which now numbers 150 men and some 300 pilots. Most of the latter were trained by French instructors, either in France or in Sim, and most of the flying equipment is of French origin. Recently a formation of four biplanes, carrying five officers and three non-commissioned officers, flew over the army base near Sim, the capital of Sim, in Hanoi, the capital of French Indo-China, to report the first flight over Sim. The flight was made in a small, open field, and the formation was a diamond of about 600 miles of mountains and heavily wooded hills, and therefore speaks well for the probability of the Simian air force.

A two-weekly air mail service is also in operation in Sim, operating regularly between Sim and Hanoi. During the month of July of last year this service carried 85 tons of letters and 600 miles of newspapers.

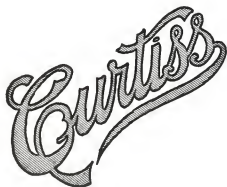
Six-Mile Gliding Record

A new Italian record for gliding was established July 26 by Alois Maresca, holder of the world's flying distance record of 4 to 4 miles, who was glided from Varese to Jobergo, a distance of 24 kilometers (14 miles). The performance was made in a small, open field per second. The duration of the flight was about 20 min.

Maresca took off from a hill 150 meters high and rose to a height of only 45 meters above the hill crest before starting on his long glide. He used, as he has on previous gliding flights, a very latest machine of the Langley type. This latest performance gives evidence to Maresca's prophecy that he will glide from Varese, to Chiavari, to the sea before the summer is over.

"If we were destined to heaven, what would we do for heaven?"

"If we were destined to heaven, what would we do for heaven?"



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